Shipping

OCEANIC LINER SIERRA BRINGS HOST OF TOURISTS AND TEACHERS

Fifty per cent. of the one hundred and thirty-four cabin passengers to arrive from San Francisco this morning on the ever popular Oceanic liner Sierra are tourists, according to the statement of genial Tom Smith, veteran purser and all-around good fellow in that liner.

A score or more of the arrivals were school teachers who upon re-touching terra firma at once proceeded to take up their work.

Captain H. C. Houdlette, commander of the Sierra, was at his post on the bridge this morning despite the fact that the doughty skipper had, but two days before sailing from San Francisco, figured as a passenger in a large motorcar that had been met in collision with a railway train, resulting in almost fatal injuries to one member of the party, while Mrs. Houdlette, was still under the care of a physician when the Sierra left the coast for Honolulu.

Captain Houdlette came out of the encounter with flying colors, notwithstanding the fact that the machine was forced along the steel track a distance of ninety feet. Had the motorcar upset, it is more than likely that half of the occupants would have been killed.

Mail to the amount of 206 sacks was received at the local office from the liner. The pouches containing letters removed from the ship at quarantine to the postoffice were but twenty minutes in transit. In other words, before the Sierra reached her dock this morning the postal clerks had been at work sorting the mail for a considerable time.

Quartermaster M. P. Jensen, in the Sierra, was taken down with what is believed typhoid fever some days ago. On arrival of the liner this morning Jensen was conveyed from the ship to a waiting ambulance and to Queen Hospital.

In addition to 134 cabin passengers, 25 traveled in the steerage. Purser Smith declared that the Sierra is no longer considered a popular means of transit with the festive stowaway and none of this gentry were discovered on the trip.

The best of weather prevailed, making dances and other outdoor forms of entertainment a delightful pastime.

In the cargo are three automobiles, 400 tons hay and feed, a large quantity of cement and sundries, totaling nearly three thousand tons. The Sierra will lay over here some hours beyond the regular hour of sailing on next Saturday in order that passengers and others may witness the complete program of sports on Regatta day.

The Sierra brought fourteen lively young men, members of an Alameda rowing club. The vessel presented a pretty picture this morning with sides bedecked with Alameda pennants.

Among the passengers were S. R. Hemingway, cashier of the First National bank of Redlands, who is accompanied by his daughter, Miss Rachel Hemingway, and her friend, Miss Grace Gill. S. T. Hauser, Jr., son of a former governor of Montana, his wife and a party of friends are among the Sierra's passengers. Among Honolulu people returning were Mrs. T. R. McNab, daughter of the late Alexander Young. Richard Schmidt, vice president of the Schmidt Lithographing company, was a passenger on the liner. The passengers also included fourteen yachting enthusiasts from Alameda who are coming to Honolulu to participate in the annual regatta. For their benefit the Sierra's sailing hour has been extended several hours.

Interisland Record Smashed.

What is declared as a record breaking event in the handling of sugar cargies at Hilo in Interisland circles was performed on last Wednesday with the loading and dispatch of the Matson Navigation steamer Enterprise.

The steamer Kaiulani broke all records for loading sugar at that port last Wednesday, when 3000 bags were placed on the Enterprise in one hour and seventeen minutes. A double gang handled the sugar on the Enterprise, while the handling on the Inter-Island boat was simply by the Kaiulani's crew. This means handling 40 bags per minute, or 2400 hundred per hour. The formed record was 2280 bags per hour.

Flaurence Ward Off For Midway.

Taking a general shipment of supplies, the little auxiliary power schooner Flaurence Ward is being mare ready for sea and will probably be dispatched today for Midway Island, the isolated relay station of the Comercial Pacific Cable Company. The Flaurence Ward has been supplied with a varied assortment of provisions and merchandise sufficient for the needs of the company of operators and employees at Midway.

Mary Winkleman Ready To Leave Kauai.

The Mary Winkelman is expected will depart from Kauai ports in Ballast tomorrow according to report brought to this city in the steamer W. G. Hall. The windjammer has been discharged of a shipment of lumber. The Hall returned yesterday with a quantity of sugar and sundries.

The Interisland steamer Kinau was also another arrival from the Garden Island the Kinau brought one auto, 41 empty drums, 10 cases pineapples a quantity of sugar and 115 packages sundries.

The Kauai steamers met with fine weather with smooth seas and light winds.

Pleiades Has Been Saved.

The Oceanic Sierra arriving at Honolulu this morning brought advices that the steamer Pleiades, which was stranded several weeks ago near the entrance to Magdalena bay, was pulled into deep water on Sunday by the wrecking steamer Greenwood. The work of saving the vessel, which was generally supposed to be stranded for all time, was performed by Captain James Rudden and Captain A. F. Pillsbury, who represented the underwriters.

The following wireless message was received by the East San Pedro Station of the Marconi Wireless Station of the Marconi Wireless Company at an early hour yesterday morning from Captain Armstrong of the Pleiades: "Floated Sunday. No serious leak except in the peak tanks, which give no trouble. Machinery and propeller working. Condition of rudder uncertain. May try Monday. Will then decide what best. Six hundred and fifty thousand fee of lumber and shingles under deck. Wireless great assistance. Wireless operator George Bennett deserves great credit for excellent work."

Persia Delayed In Arrival.

The Pacific Mail liner Persia from Hongkong by the way of Japanese ports with 250 tons oriental cargo for discharge at Honolulu will not arrive at this port before Wednesday morning according to a late wireless received on Sunday at the agency of H. Hackfeld and Company. The Persia is understood as bringing a hundred or more Asiatic steerage passengers for the Hawaiian islands. It is the present intention to dispatch the liner for San Francisco on or about five o'clock Wednesday evening.

Alaskan Bringing Heavy Cargo.

One of the largest shipments of New York cargo consigned to the Hawaiian islands in many months is reported as aboard the American-Hawaiian freighter Alaskan which is due to arrive at Honolulu on Wednesday evening or early Thursday morning, according to advices received by C. P. Morse, General Freight Agent for the American-Hawaiian line.

The Alaskan is to take on a large quantity of sugar and in the neighborhood of fifty thousand cases of preserved pineapples.

Korea Has Room For Many.

According to a cable received at the agency of H. Hackfeld & Company the agents for the Pacific Mail liner Korea, that vessel has sailed from Yokohama with 950 tons oriental cargo for discharge at Honolulu. The Korea is due to arrive here on or about next Monday. The local agents announce that the Korea has accommodation for one hundred and twenty-five additional cabin passengers from this port.

Nitrates Ready For Discharge.

Nearly three thousand tons nitrates from South America is being discharged from the British bark Eudora, which has passed inspection at the hands of the Federal quarantine authorities and was sent alongside the wharf yesterday. This vessel has cargo consigned to the Pacific Guano and Fertilizer Company.

Mongolia Bringing Coast Freight.

Cargo to the amount of 280 tons is aboard the Pacific Mail liner Mongolia now enroute from San Francisco to Honolulu and due to arrive here on Friday morning. The vessel is understood as having sailed from the coast with a very large list of passengers.

Kapai a Point Of Destination.

The Interisland steamer Noeau has been placed on the berth to sail at five o'clock this evening for Kauai ports. This vessel will carry freight and late mails for windward ports along the Garden Island.

Kauai Sugar Report.

According to report brought by officers in the Interisland steamr Kinau the following sugar is awaiting shipment on the Garden Island. M. A. K. 3197, L. P. 12,986, McB. 2456 sacks.

PASSENGERS ARRIVED

Per O. S. S. Sierra, from San Francisco—For Honolulu: A. K. Akana, Miss Myra Angus, Miss N. Armstrong, Miss Marie Baldwin, A. J. Balger, Miss Minnie E. Bates, Miss Mary E. Blue, G. J. Boisse, Mrs. Boisse, Al. Brampton, Miss B. E. Carra, Mrs. E. Carra, Mrs. James Carswell, F. J. Childs, Miss B. Chapel, Mrs. T. M. Church and three children, Mrs. G. F. Churchill, Miss B. Cook, Mrs. Henry Cooper, E. J. Cowing, Mrs. Cowing, Mrs. A. H. Cox, J. H. Crawford, Miss L. Craig, C. Crozier, Mrs. H. C. Davis, Master D. Davis, J. W. Duckworth, Mrs. Duckworth, A. W. Dunn, Mrs. A. Duren, Miss Edith F. Edgerly, P. T. Evans, Miss Grace T. Gill, Mrs. M. J. Gomes, Miss Mollie Grace, R. H. Graham, Mrs. G. A. Grove, Miss L. Greenfield, Miss Kate Greig, Mrs. A. Gurnsey, Fred Hacke, Jr., Walter Haley, J. Hartman, Mrs. Hartman, Mrs. Celia Haskins, S. T. Hauser, Jr., Mrs. Hauser, A. N. Hayselden, Mrs. Hayselden, C. Hedemann, Mrs. Hedemann, Miss R. B. Hemingway, S. R. Hemingway, Henry Hess, Mrs. Hess, Sam Hop, Miss M. H. Hutcheon, E. Huddleson, Mrs. Huddleson, C. W. Jefford, Mrs. Jefford, Jas. Johnston, Mrs. J. M. Kepner, Master S. Kepner, H. Kihn, Charles Kiser, Charles Lam, F. W. Lau, Mrs. Lau, Miss H. C. Lau, John Lewis, E. Lundeen, L. C. McCann, Wm. Gett, Mrs. J. Lennox and 2 children, Mrs. T. A. Marlowe and child, A. Milne, Miss Mary Mitchell, G. W. Morgan, Mrs. Morgan, Jas. Nicholl, Henry Nielsen, Mrs. Nielsen, W. S. Noblitt, Mrs. K. Nonomeeha, Mrs. F. G. Noyes, Hans Nusaman, H. G. Pewtress, Marvin Preston, Lam Quon, Mrs. G. E. Ramer, Edward Ramer, Rex J. Ramer, R. G. Raphael, Mrs. Raphael, H. A. Reichert, J. S. Roberts, Mrs. Roberts and child, Mrs. E. A. Rumney, Richard Schmidt, Fred Snyder, H. A. Somers, Mrs. J. H. Somers, Oscar Somers, W. H. Sparks, J. Strachan, Mrs. Strachan, Miss D. M. Stone, Chas. Sutherland, Mrs. C. L. Sutherland, Franklin Taylor, Mrs. D. Thaanum, Master Thaanum, Dr. L. S. Thompson, E. B. Thorning, Mrs. Thorning, Miss Marie Tierney, Mr. Trotter, Mrs. Jas. Wainwright, Miss Amy Wainwright, P. H. Watson, H. H. Williams, Mrs. Williams, C. G. Wilson, Mrs. and Miss Harrison Smith.

Per str. Kinau, from Kauai, September 15.—George O'Neill, F. G. Douse, A. W. Eames, Miss McCarthy, Master Douse, Miss Wright, W. H. Wright, C. B. Hofgaard, Miss Esther Pagett, Miss Ethel Pagett, Rev. J. B. Barton, Miss M. Charmen, Rachel Makea, Miss Orio, E. Iona, Mrs. A. Charmen, Miss Charmen, Ralph Makea, Miss A. Charmen, Miss Martin, Miss M. Kauwe, Miss R. Kekela, D. Takiuchi, Mrs. E. Yueminn, Mr. Hare, Mrs. Tillie Bryant, Miss E. Simpson, Mrs. C. Kwaiwi, Miss B. Bertelmann, R. Puihi, M. Youngenell, E. Fountain, Master Cockett, C. T. Buchnell, G. M. Marshall, E. Crowell, Andrero Iona, Rev. I. K. Kaiwai, A. Richmond, J. Panui, N. S. Pauson, Mrs. Reichell, K. W. Kenney, Kauila Opunui, Henry Robinson, J. K. Cockett, J. K. Loli, Miss E. M. Kaiwai, William Opunui, Dr. Sandon, S. T. Carr, Kaiwi Maewa, Mrs. J. K. Cockett, Master Smith.

Per str. W. G. Hall, from Kauai, September 15.—Miss L. Mitter, Miss A. Mitter, Master Kale, Mrs. S. K. Kale, Mrs. Francke, Miss Taku Oney, Miss Sakima, Mrs. Sakima, Mr. Sakima, Mr. Watake, Master Konda, C. A. Nelson, Mrs. C. A. Nelson, Mrs. F. Dirwert, Miss L. Diwert, Mrs. Mary Kaiaue, Master Kokan, John B. Fernandez, Fred Fernandez, William Makananui, John Makananui, J. G. M. Sheldon, Joseph Sheldon, David Sheldon, Hans Isenberg, E. Weber.

Per str. Mikahala, from Molokai and Maui, September 15.—A. C. Dowsett, W. J. Coneho, Lot Kealohu, J. K. Pun, C. A. Bell, C. K. West, E. F. Drenert, H. E. Savage, Mrs. H. E. Savage, A. S. Asborn, Paul Hoe, I. Y. Yin, Lim Tai Song, Ah Wing Song, M. D. Kanihoo, S. Saida, Master Saida, W. C. Weeder, S. Kwiakawi, Miss Ella Kau, Miss Emy Wong, Mabel Naone, Chiyo Saida, Y. Saida, E. Keola, Mrs. Kaukaila, W. Y. Kellunoe, H. H. Kauihou, John Kalima, A. W. Clark, Sara Kalino, Amoe Ahu, M. Kuhapeho, Wr. Dickson and wife, Mrs. Montcastle and son, Mrs. R. Clark and two children, Miss Mary Mahoe, Miss J. Kanikou, Miss Y. Ainoe, Miss Kaalowahi, E. E. Auld, Ben Kupiha, James Hobbs, Miss J. McCorriston, Mrs. M. Dimm, C. Dimm, Mr. and Mrs. J. M. Keanu and son.

South Pasadena women will go without fall hats and put their "hat" money into a club fund. Two hundred women expect to raise $2000 — from their husbands.

WEATHER TODAY

Temperature—6 a. m., 76; 8 a. m., 79; 10 a. m., 80; 12 noon, 82. Minimum last night, 75.

Wind—6 a. m., velocity 12, direction east; 8 a. m., velocity 14, direction east; 10 a. m., velocity 12, direction east; 12 noon, velocity 14, direction east. Movement past 24 hours, 202 miles.

Barometer at 8 a. m., 30.00. Relative humidity, 8 a. m., 60. Dew-point at 8 a. m., 64. Absolute humidity, 8 a. m., 6.361. Rainfall, 0.

VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange.)

Saturday, Sept. 16, 1912.

MONTEREY—Sailed, September 15, S. S. Wm. Herrin for Honolulu.

YOKOHAMA—Sailed, September 14, S. S. Korea for Honolulu.

YOKOHAMA—Arrived, September 15, S. S. Chiyo Maru hence September 6.

Aerograms.

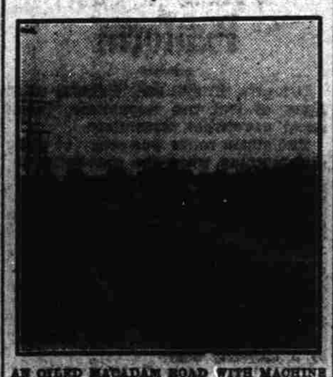
S. S. PERSIA—will dock at Alakea wharf from Yokohama, Wednesday at 7 a. m. and sail for San Francisco 5 p. m.

Home Course In Road Making

XI.—The Relation of Automobiles to Modern Highways.

By LOGAN WALLER PAGE, Director Office of Public Roads, United States Department of Agriculture.

THE most complex problem now engaging the attention of highway engineers all over the world is the preservation of the crushed stone road under the destructive action of motor vehicles and the devising of new methods of construction adapted to the requirements of this twentieth century traffic. That the automobile has come to stay no one will dispute. It is estimated that there are already about 450,000 ma-



AN OILED MACADAM ROAD WITH MACHINE TRAVELING SIXTY MILES PER HOUR—NO DUST.

chines owned in the United States, and the number is increasing at a marvelous rate.

The fact that must give us concern is that the old methods of construction which have stood every test for more than 100 years are inadequate to meet the conditions of this new form of traffic and that we are in the midst of a transition period which must eventually revolutionize the science and art of the road builder. The highway engineer of today is called upon to ascertain in what way the automobile injures the road, what is the exact cause of the injury, and finally to devise an adequate remedy.

When Tresaguet, the great French engineer, made his report to the council of bridges and roads in 1775 he set forth the principles of construction which, as modified and added to by John L. Macadam in the early part of the nineteenth century, have proved adequate until the twentieth century. These great road builders and their successors sought to secure a road capable of withstanding the wear of iron tired horse drawn vehicles, for the motor driven vehicles had no place in their philosophy. They worked upon the theory that the dust abraded from the crushed stone would fill the voids between the angular fragments and when wet serve as a cement, thereby making the road surface practically a monolith. The iron shod horses and the iron tired wheels passing over the road from time to time were depended upon to wear off a sufficient amount of rock dust to replace that carried away by wind and water, and this under the action of moisture recemented, thereby automatically renewing the bond of the road surface.

The rubber tired wheels, moving at excessive speed, fail to produce any new dust from the rock, but the tremendous shearing effect of the driving wheels loosens this dust, and as the body of the machine displaces a large volume of air the deflected currents carry the rock dust off the road, thereby effecting a permanent loss of the all essential binder. It follows that the road is soon stripped of its fine binding material, exposing the upper or wearing course of the stone. These stones robbed of the binding material are soon loosened by the shear of the driving wheels, leaving the road badly raveled or disintegrated. It is, of course, apparent that the effects described are greatly intensified on curves, where skidding is most frequent.

Highway and mechanical engineers have given much study to the action of the automobile on the road surface, and many ingenious theories have been advanced. While it is true that the slipping of the tire, skidding, shape of the car body, suction of the pneumatic tires, all contribute to produce the effect, the most conclusive experiments seem to warrant the assertion that the great tractive force or shear exerted by the driving wheels of motorcars is the main factor of injury.

A series of tests conducted by the United States office of pubiic roads in 1908 produced some interesting results along this line. Cars of various weights and types were run over a measured course at different rates of speed and right angle photographs taken of each run. A sixty horsepower car stripped for racing, weighing with its driver and mechanician about 2,800 pounds, was driven over this stretch of road at rates of speed varying from five to sixty miles per hour, the speed being increased five miles per hour for each trip over the road. Up to fifteen miles an hour little or no effect was produced on the road, but from twenty miles an hour the effect was striking with each increase in speed. These demonstrations proved that little or no effect is produced by the front wheels and that practically the entire disturbance of the road is produced by the rear or driving wheels. If the effect were produced by suction or vacuum the action of both front and rear wheels should be somewhat similar at least. It seems apparent to the writer, therefore, that the road best adapted to motor traffic is the road which will best resist this powerful tractive shear. It has already been demonstrated that no plain macadam road is capable of resisting this force.

The efforts of progressive highway engineers are thus directed primarily toward the preservation of our stone surfaced roads and the construction of dustless roads by the use of a binder more powerful than stone dust and, secondly, to minimizing or mitigating the dust nuisance.

For the purpose of discussing intelligently the experiments thus far conducted with special binders the term "dust preventives" has been applied to all of the various binders having for their main object either suppression or the prevention of dust. These may be divided into two classes, temporary and permanent. The temporary binders serve merely as palliatives and require frequent renewal. The permanent binders, so called, enter into the structure of the road as a constitutent element and are either incorporated with the other materials at the time of the construction or applied later by a surface treatment.

In the class of temporary binders may be included water, salt solutions, light oils and tars and oil and tar emulsions, waste sulphite liquors, etc., while the permanent binders include the heavy petroleums and tars, pitches and numerous oil, tar and asphalt preparations. The value of salt solutions, which have been used to some extent, lies in the hygroscopic character of the dissolved salt, which, having considerable affinity for water, keeps the road surface in a moist condition long after a surface treated with water alone would have become dry through evaporation.

The light oils and tars as well as the oil and tar emulsions depend for their effect upon a comparatively small amount of true binding base left upon the road surface after the volatile products have evaporated. These materials prove effective only so long as they retain their binding power. When the binding power is destroyed it is necessary to apply more material.

The heavy oils and tars differ from the lighter products in that they contain a much greater amount of true binding base. The results are, therefore, of a more lasting character and hence the name "permanent binders." The semisolid and solid preparations usually contain a still greater amount of binder. With some few exceptions all of the true binders are bitumens.

The usual method of applying these materials to the road surface is by sprinkling. The temporary binders can usually be applied cold, but the permanent binders because of their much greater viscosity must be heated until sufficiently fluid. In England and France the use of coal tar is practiced to a large extent, and their methods of application have been highly developed. Machines are in general use which are self propelling and in which the tar is heated and applied to the road surface as a spray under high pressure. These so called "tar sprayers" are not only very economical in the use of tar, but insure a more even distribution and better penetration of the road surface than it is possible to obtain in almost any other way.

In the construction of dustless roads the crucial question is that of cost. The effort must be to develop a form of construction which will withstand fast automobile traffic and at the same time be within the financial resources of the community. This is largely being done at present by the use of a bituminous binder instead of rock dust. The two methods generally employed are known as the penetration and the mixing methods. In the former the hot liquid binder is sprinkled or sprayed over the stone and allowed to penetrate through

AN UNTREATED ROAD WITH MACHINE TRAVELING SIXTY MILES AN HOUR—PLENTY OF DUST.

the voids and coat the stones usually to a depth of two or three inches. In the mixing method the stones and binder are thoroughly mixed either by hand or machine, so that each stone is covered with a thin film of the binder. This method in general insures the better and more even distribution of the binder throughout the road surface, but the cost is greater than that of the penetration method.

One of the chief causes of the great number of failures which have been recorded in the use of bituminous road materials is the failure of the user as well as manufacturer to understand certain fundamental principles. To many a tar is simply a tar and an oil an oil, while in reality there is a vast difference sometimes even in the tars produced at the same works. The oils also range from those of a paraffin base to those almost wholly asphaltic.

Specifications for the bitumens should be prepared by an expert and materials should be tested in the laboratory.

Honolulu Star-Bulletin

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OROZCO'S SURRENDER TO U. S. MAY END BORDER WARFARE

PHOTO UNDERWOOD & UNDERWOOD, N. Y.

GEN. PASCUAL OROZCO, JR.,
Mexican rebel who has sought safety in the United States.

Rebel General Avoids Execution as Traitor by Fleeing Across the Line

With the surrender of Gen. Pascual Orozco, Jr., to Captain Thomas F. Mitchell of the Marfa military patrol yesterday, it is believed by army officers here who are familiar with the situation in Mexico, that the revolt in northern Mexico is over. Gen. Orozco gave himself up to the Americans to avoid being forced to stand in front of an adobe wall with a firing squad facing him. This was his promised fate, as Madero had declined to extend amnesty toward the man who it is said did more than any other commander to put Madero in the presidential chair, and was among the first to turn against him.

WORLD'S NEWS CONDENSED

SPECIAL MAIL SERVICE TO S TAR-BULLETIN

Home and Foreign Dispatches Giving World's News at a Glance.

LATEST NEWS BULLETIN.
(Originating day steamer sailed)

The rainfall in San Francisco this September has been the heaviest in sixty-two years.

Mexican rebels crossed the boundary to raid American ranches and were driven back by a small force of American cavalry.

Kaiser Wilhelm visited Berne, toasted Switzerland and promised a statue of Frederick William.

Chicago is scorching again. Two are dead and thousands have left the city to escape the heat.

Morgan, Rockefeller, Gary and Frick are to testify regarding past political contributions.

Jim Jeffries inherited $12,190 as a part of his mother's estate, divided among seven children.

Col. A. L. Snowden, former U. S. minister to Spain, Greece, and the Balkan states, has just died at Philadelphia.

The New York "Bull Moose" convention was stampeded quite unexpectedly for Oscar S. Strauss, who becomes the Progressive candidate for governor.

Governor Johnson has reached New York in his transcontinental speaking tour.

Taft has left for Beverly, Mass., his summer home, for a short rest.

Two British army officers lose their lives at Stevenage, England, while bucking a stiff wind in an aeroplane.

Hillsborough, Cal., polo enthusiasts state that a Honolulu polo team has promised to visit the coast next season.

Wm. J. Bryan has announced that he will campaign in California for Woodrow Wilson.

Twenty-seven tins of opium were found on the S. S. Mongolia yesterday at San Francisco — the first shipment discovered in six weeks.

The San Francisco municipal opera house will be located on the site of the old city hall.

One of the lateat revenue cutters in the federal service is scheduled to pay a call at Honolulu, according to advices received in this city today. The revenue cutter Unalga, which was built for service in Alaskan waters in place of the steamer Rush, which was lost last year, will leave Newport News shortly for the coast. The trip will be made via the Suez canal, Manila, Yokohama and Honolulu. The Unalga is a vessel of 1,181 tons displacement. Captain Richard O. Crisp is in command of the Unalga and the chief engineer is Lieut. C. C. McMillan, who is well known in this city.

It is a great deal better to be disappointed in love than to be disappointed in love than be disappointed in marriage.

Many a girl marries a man, not because he is good enough for her, but because he is too good for her rival.